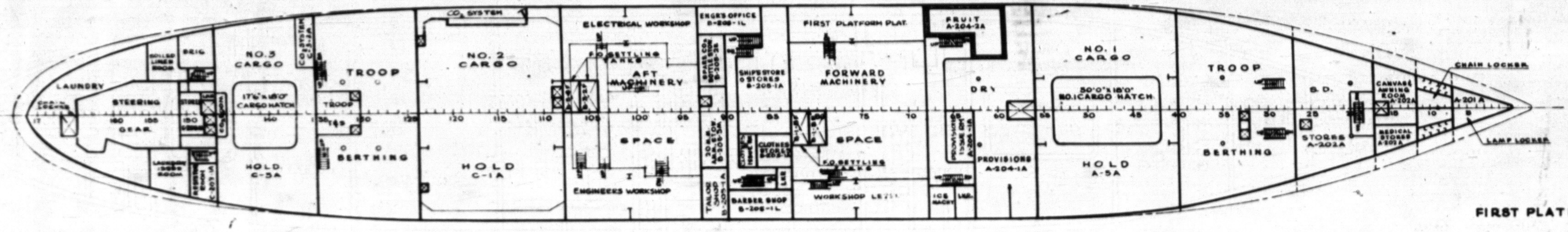
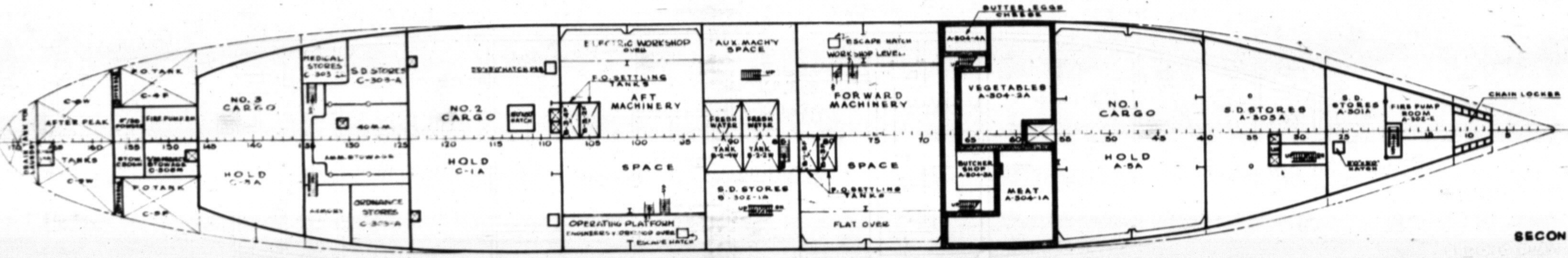
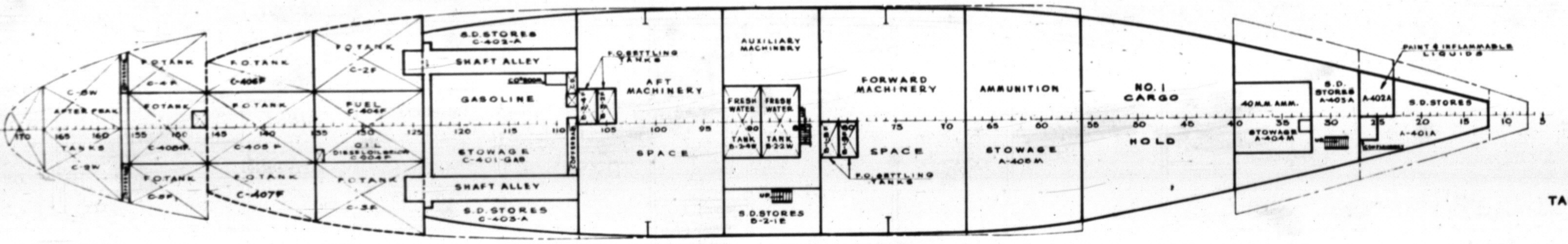
KA 46



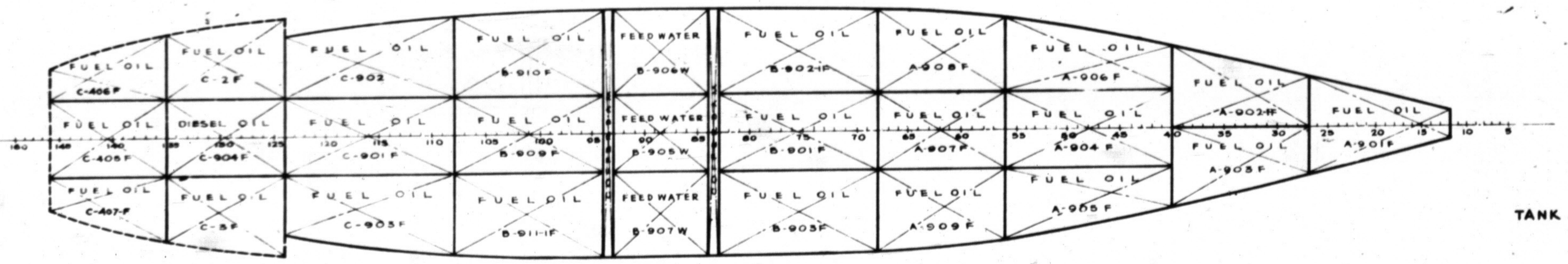
FIRST PLATFORM



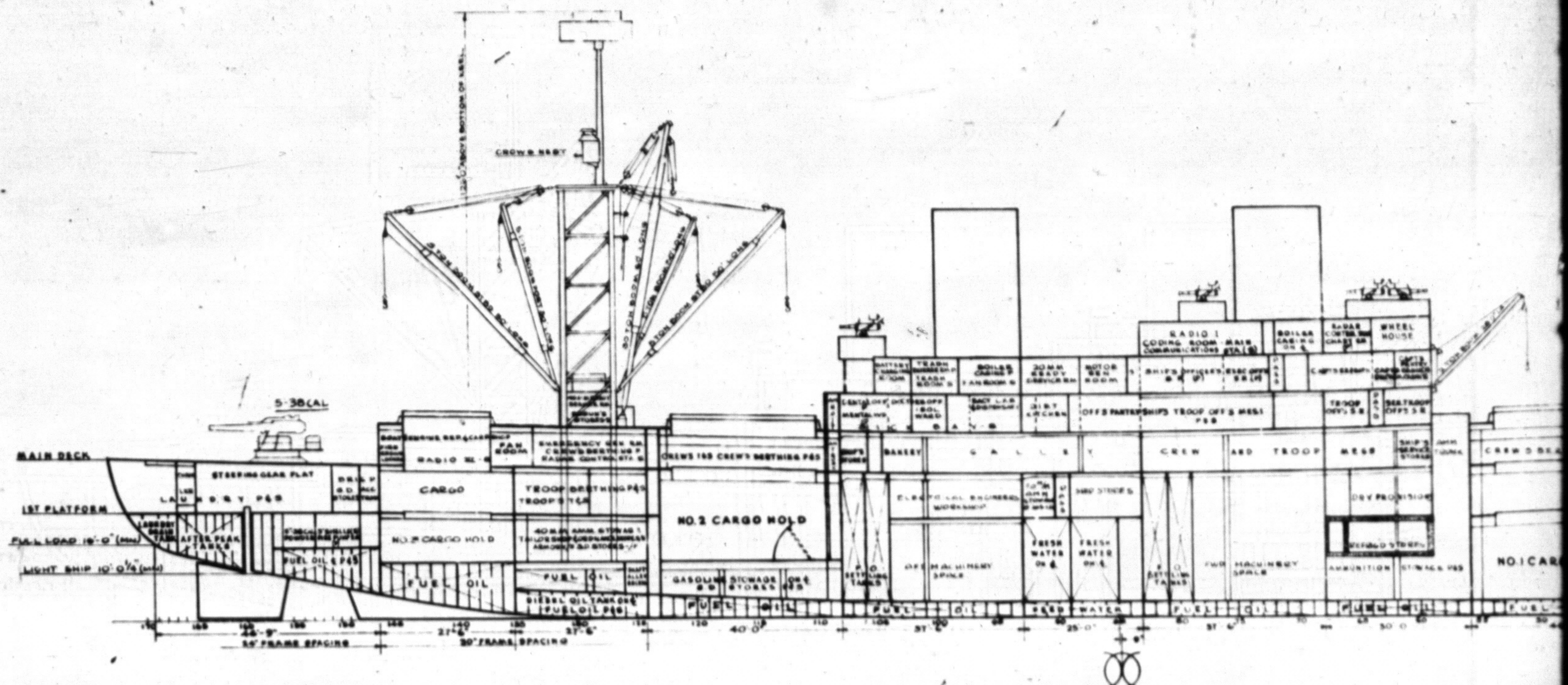
SECOND PLATFORM



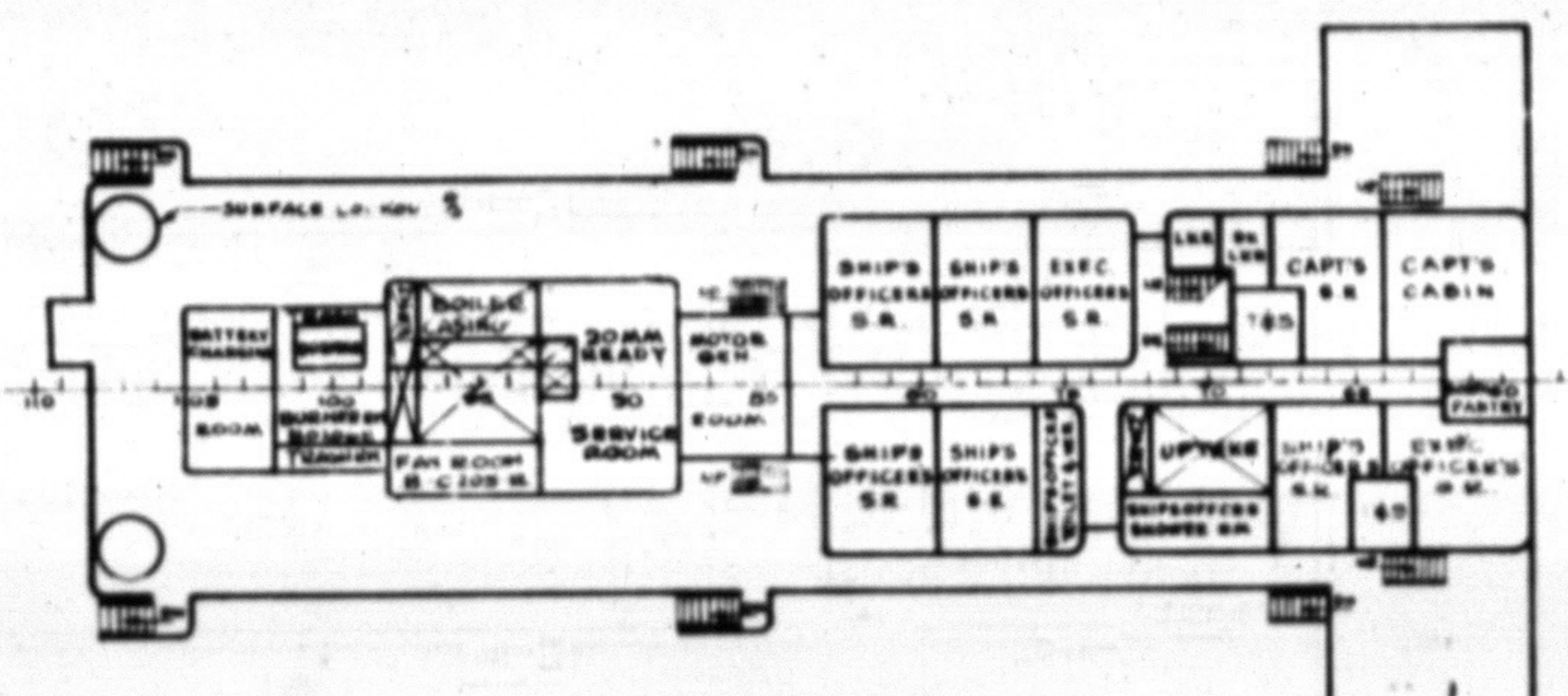
TANK TOP



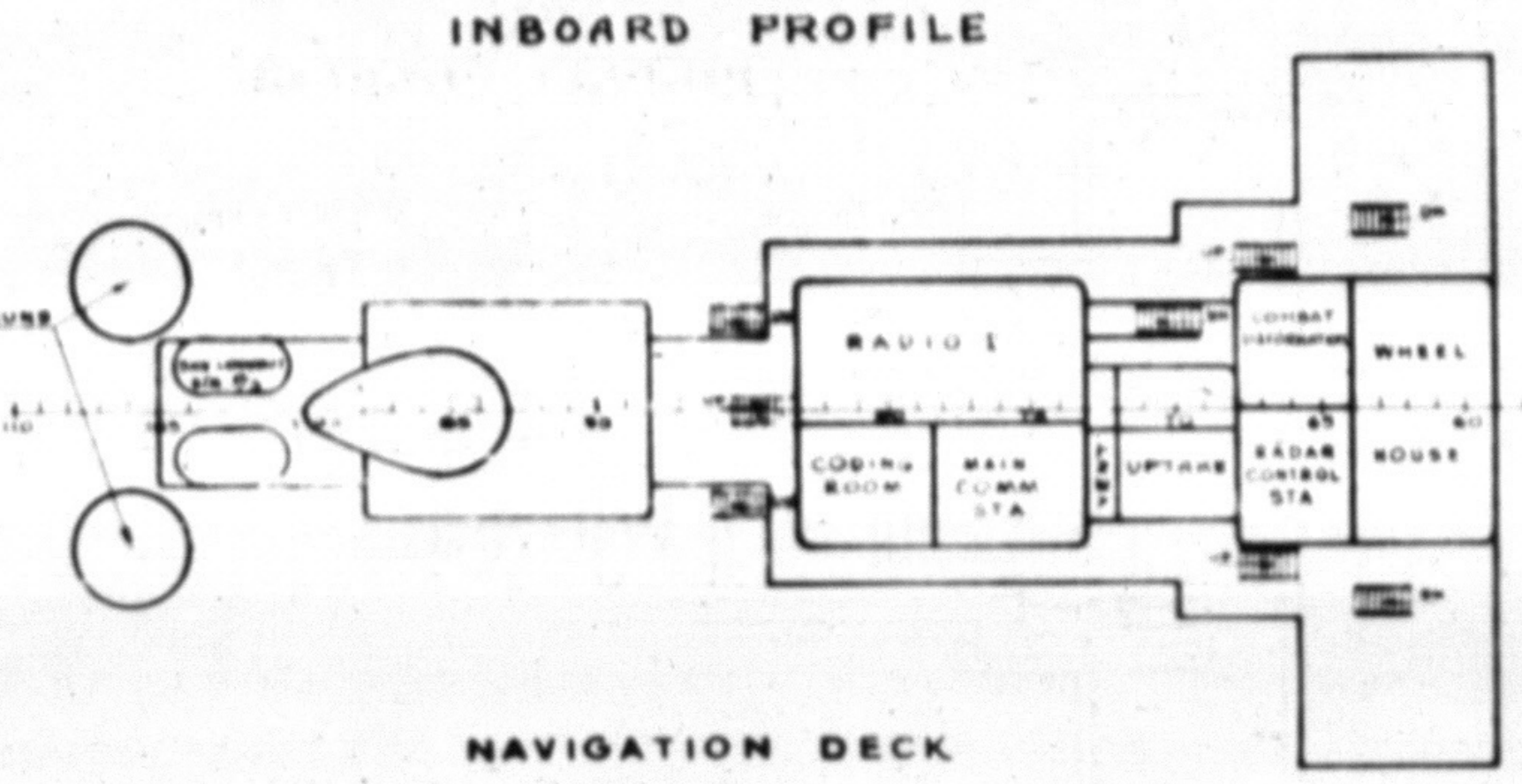
TANK ARRANGEMENT



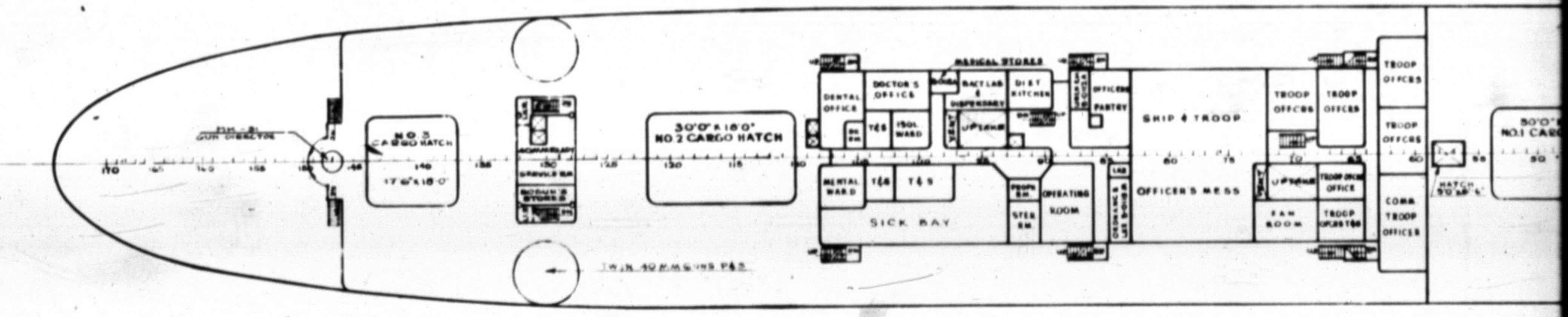
INBOARD PROFILE

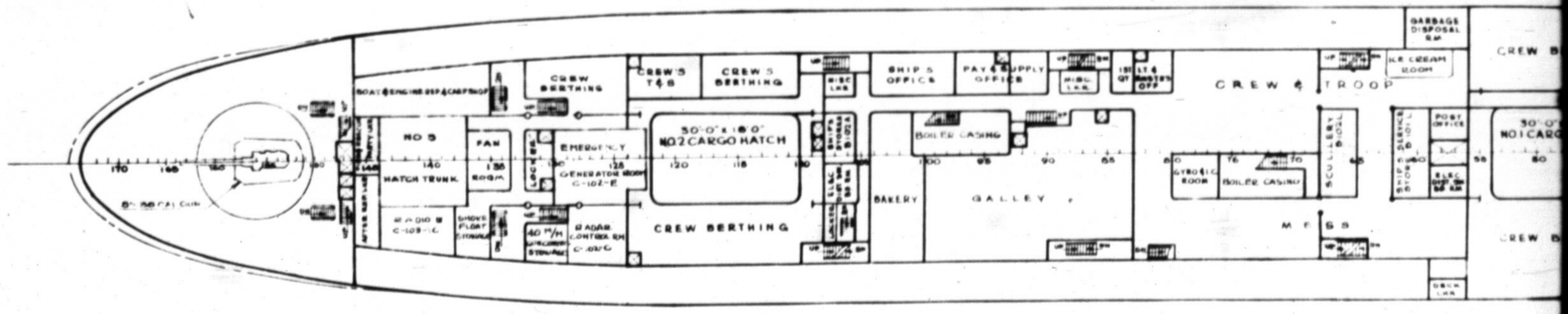


SUPERSTRUCTURE DECK

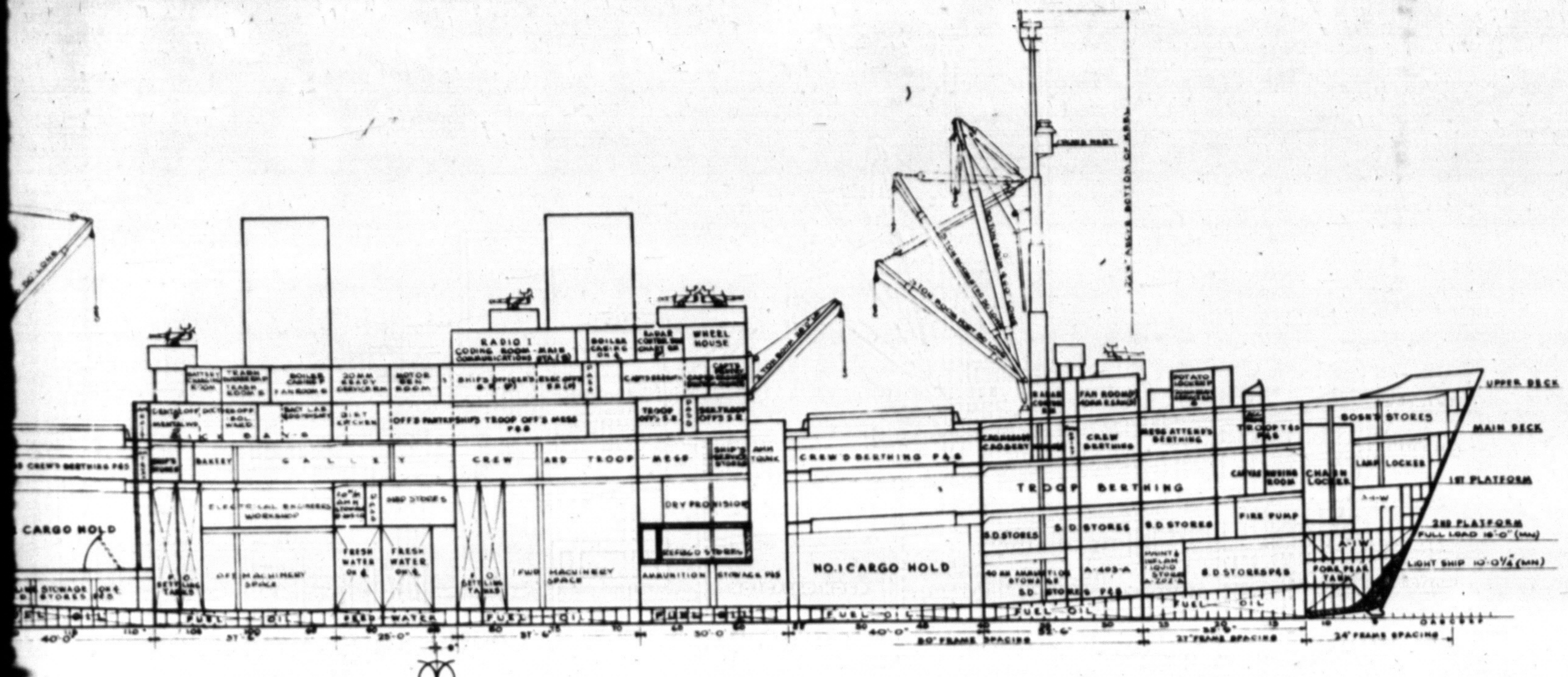


NAVIGATION DECK

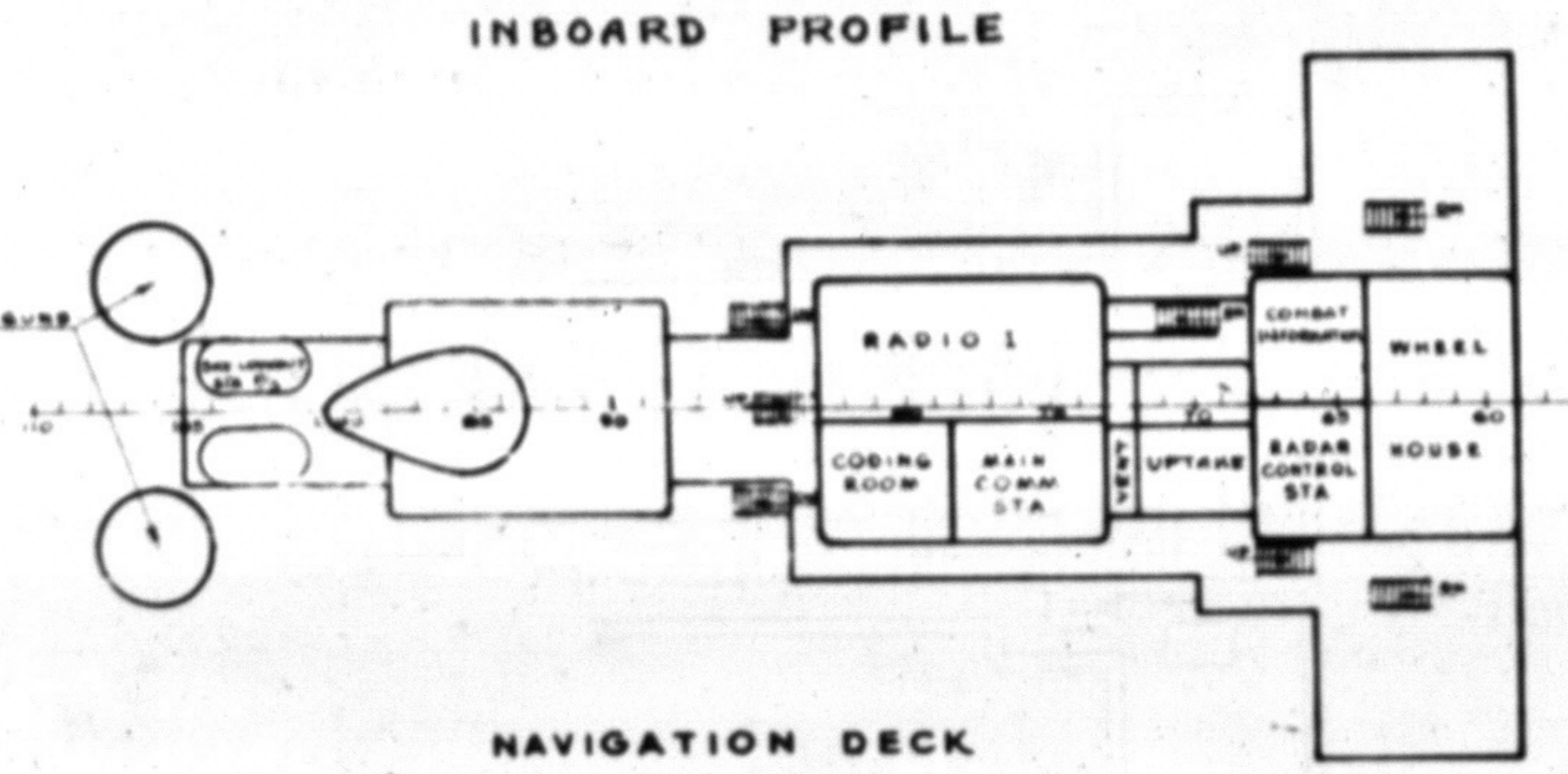




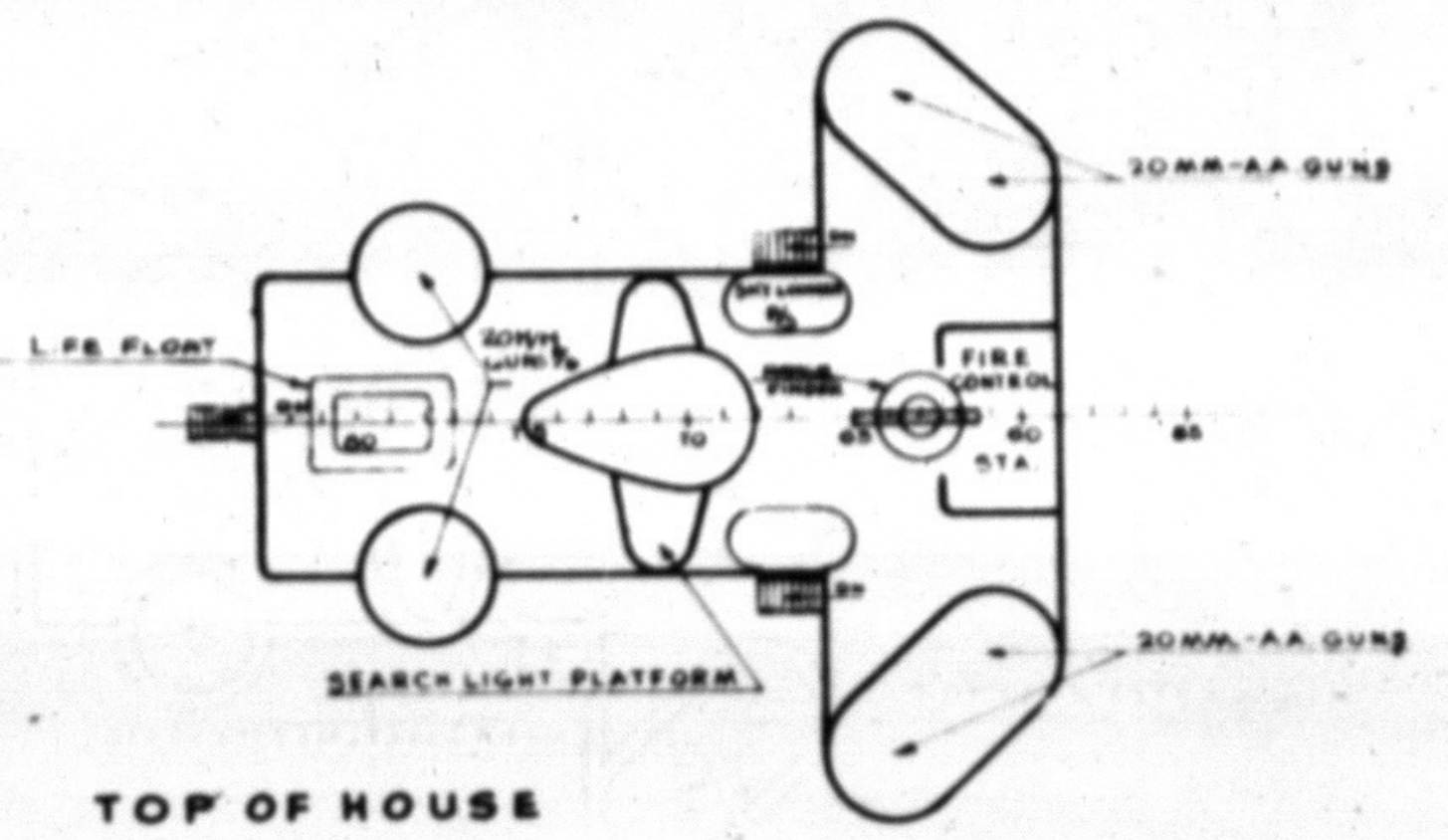
BEL-25701-9



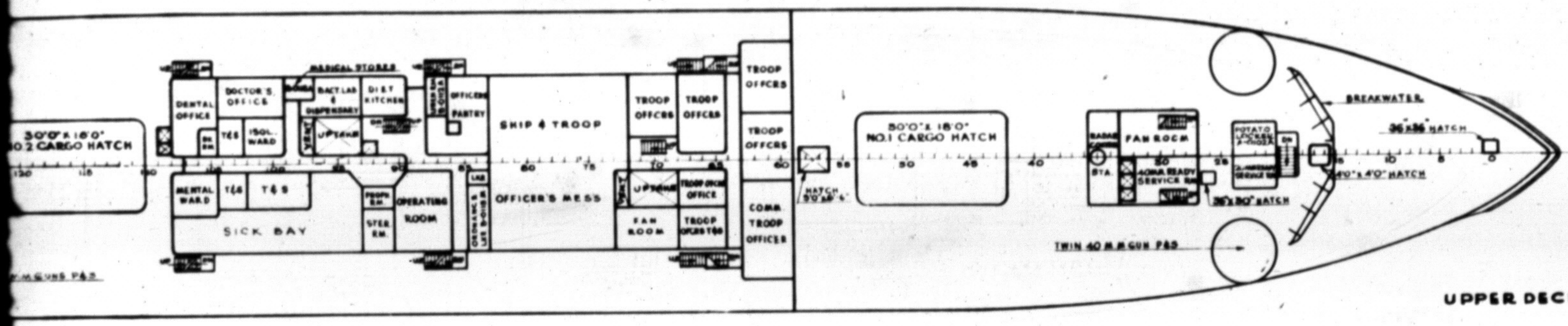
INBOARD PROFILE



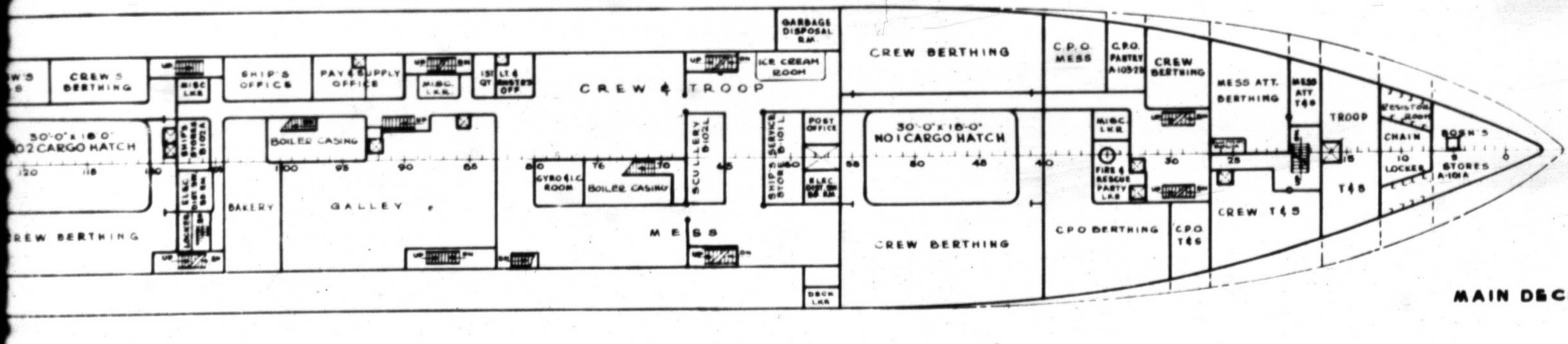
NAVIGATION DECK



TOP OF HOUSE



UPPER DECK



MAIN DECK

**FUEL OIL TANKS & FUEL OIL SETTLING TANKS**

| TANK NO. | LOCATION (FRAMES) | 95% CAPACITY |  | FULL CAPACITY |  | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. |  |
|---|---|---|---|---|---|---|---|---|
|  |  | GALLONS | TONS F.O. 277 G/T 37 CF/T | GALLONS | TONS F.O. 277 G/T 37 CF/T |  | FWD. ⊕ | AFT ⊕ |
| **FUEL OIL TANKS** |  |  |  |  |  |  |  |  |
| A-901 F | 12-27 (℄) | 12460 | 45.0 | 13120 | 47.4 | 3.15 | 156.67 |  |
| A-902-1F | 27-40 (P) | 9390 | 33.9 | 9880 | 35.7 | 2.17 | 127.30 |  |
| A-903 F | 27-40 (S) | 9880 | 35.7 | 10400 | 37.5 | 2.17 | 127.65 |  |
| A-904 F | 40-55 (℄) | 15050 | 54.3 | 15820 | 57.1 | 1.56 | 91.77 |  |
| A-905 F | 40-56 (S) | 9040 | 32.6 | 9520 | 34.4 | 1.70 | 89.27 |  |
| A-906 F | 40-56 (P) | 9040 | 32.6 | 9520 | 34.4 | 1.70 | 89.27 |  |
| A-907 F | 56-68 (℄) | 11240 | 40.6 | 11830 | 42.7 | 1.56 | 56.77 |  |
| A-908 F | 56-68 (P) | 10160 | 36.7 | 10700 | 38.6 | 1.59 | 56.49 |  |
| A-909 F | 56-68 (S) | 10160 | 36.7 | 10700 | 38.6 | 1.59 | 56.49 |  |
| B-901 F | 68-83 (℄) | 13940 | 50.3 | 14670 | 53.0 | 1.56 | 23.10 |  |
| B-902-1F | 68-83 (P) | 14200 | 51.3 | 14980 | 54.0 | 1.59 | 22.92 |  |
| B-903 F | 68-83 (S) | 14270 | 51.5 | 15020 | 54.2 | 1.59 | 23.04 |  |
| B-909 F | 94-108 (℄) | 15040 | 47.1 | 15730 | 49.6 | 1.56 |  | 40.64 |
| B-910 F | 94-108 (P) | 12750 | 46.0 | 13420 | 48.4 | 1.62 |  | 40.16 |
| B-911-1F | 94-108 (S) | 12740 | 46.0 | 13410 | 48.4 | 1.62 |  | 40.20 |
| C-901 F | 108-124 (℄) | 18950 | 68.4 | 19950 | 72.0 | 2.04 |  | 78.08 |
| C-902 F | 108-124 (P) | 12120 | 45.8 | 12760 | 46.1 | 2.27 |  | 77.20 |
| C-903 F | 108-124 (S) | 12100 | 45.7 | 12740 | 46.0 | 2.27 |  | 77.20 |
| C-404 F | 124-135 (℄) | 21410 | 77.3 | 22540 | 81.4 | 6.45 |  | 111.40 |
| C- 2F | 124-135 (P) | 20900 | 75.5 | 22000 | 79.4 | 7.56 |  | 110.81 |
| C- 3F | 124-135 (S) | 20900 | 75.5 | 22000 | 79.4 | 7.56 |  | 110.81 |
| C-405 F | 135-146 (℄) | 25960 | 93.7 | 27550 | 98.7 | 7.45 |  | 137.99 |
| C-406 F | 135-146 (P) | 7330 | 26.5 | 7710 | 27.8 | 9.44 |  | 135.91 |
| C-407 F | 135-146 (S) | 7330 | 26.5 | 7710 | 27.8 | 9.44 |  | 135.91 |
| C-408-1F | 146-156 (℄) | 14870 | 53.7 | 15650 | 56.5 | 11.42 |  | 162.55 |
| C- 4 F | 146-156 (P) | 14360 | 51.8 | 15120 | 54.6 | 17.38 |  | 161.89 |
| C- 5 F | 146-156 (S) | 14360 | 51.8 | 15120 | 54.6 | 17.38 |  | 161.89 |
|  | TOTAL | 367,930 | 1328.6 | 387,320 | 1398.3 |  |  |  |
| **FUEL OIL SETTLING TANKS** |  |  |  |  |  |  |  |  |
| B-1-3 F | 79-81 (℄) | 8050 | 29.1 | 8470 | 30.6 | 16.15 | 11.77 |  |
| B-1-5 F | 81-83 (℄) | 8210 | 29.6 | 8640 | 31.2 | 16.07 | 6.77 |  |
| B-3-2 F | 104-106 (℄) | 8060 | 29.1 | 8480 | 30.6 | 16.26 |  | 50.77 |
| B-3-4 F | 106-108 (℄) | 8290 | 29.9 | 8730 | 31.5 | 16.25 |  | 55.77 |
|  | TOTAL | 32610 | 117.7 | 34320 | 123.9 |  |  |  |

**DIESEL OIL TANK**

| TANK NO. | LOCATION (FRAMES) | 95% CAPACITY |  | FULL CAPACITY |  | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. |  |
|---|---|---|---|---|---|---|---|---|
|  |  | GALLONS | TONS D.O. 314 G/T 41.98 CF/T | GALLONS | TONS D.O. 314 G/T 41.98 CF/T |  | FWD ⊕ | AFT ⊕ |
| C-904 F | 124-135 (℄) | 15340 | 48.9 | 16150 | 51.4 | 3.06 |  | 111.04 |

**RESERVE FEED WATER, FRESH WATER & SALT WATER BALLAST TANKS**

| TANK NO. | LOCATION (FRAMES) | FULL CAPACITY |  |  | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. |  |
|---|---|---|---|---|---|---|---|
|  |  | GALLONS | TONS F.W. | TONS S.W. |  | FWD ⊕ | AFT ⊕ |
| **RESERVE FEED WATER TANKS** |  |  |  |  |  |  |  |
| B-905 W | 84-93 (℄) | 8960 | 33.3 | 34.2 | 1.56 |  | 9.50 |
| B-906 W | 84-93 (P) | 9150 | 34.0 | 34.9 | 1.58 |  | 9.58 |
| B-907 W | 84-93 (S) | 9150 | 34.0 | 34.9 | 1.58 |  | 9.58 |
|  | TOTAL | 27260 | 101.3 | 104.0 |  |  |  |
| **FRESH WATER TANKS** |  |  |  |  |  |  |  |
| B-2-2 W | 85-89 (℄) | 22660 | 84.1 | 86.5 | 11.57 |  | 5.77 |
| B-2-4 W | 89-93 (℄) | 22690 | 84.3 | 86.7 | 11.57 |  | 15.77 |
|  | TOTAL | 45350 | 168.4 | 173.2 |  |  |  |
| **SALT WATER BALLAST TANKS** |  |  |  |  |  |  |  |
| A- 1 W | STEM-12 ℄ | 14210 | 52.8 | 54.3 | 15.26 | 187.58 |  |
| C- 8 W | 157-167 (P) | 15750 | 58.5 | 60.2 | 17.82 |  | 185.49 |
| C- 9 W | 157-167 (S) | 15280 | 56.7 | 58.4 | 17.74 |  | 185.49 |
|  | TOTAL | 45240 | 168.0 | 172.9 |  |  |  |

**GENERAL CARGO**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD ⊕ | AFT ⊕ |  |
| A- 5 A | NO.1 CARGO HOLD | 40-56 P&S | TANK TOP | 33780 | 91.85 |  | 11.76 |
| A- 5 A | NO.1 CARGO HOLD | 40-56 P&S | 1ST. PLAT. | 18,380 | 91.56 |  | 25.78 |
| C- 1 A | NO.2 CARGO HOLD | 108-124 P&S | 2ND PLAT. | 37,320 |  | 78.37 | 20.10 |
| C-4016 AS | GASOLINE STOWAGE | 108-123 P&S | TANK TOP | 5,840 |  | 77.59 | 7.54 |
| C- 3 A | NO.3 CARGO HOLD | 135-146 P&S | 2ND. PLAT. | 10,420 |  | 138.05 | 16.77 |
| C- 8 A | NO.3 CARGO HOLD | 135-146 P&S | 1ST. PLAT. | 10,670 |  | 138.86 | 26.18 |
|  |  |  | TOTAL | 116,410 |  |  |  |

**S. D. STORES**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD ⊕ | AFT ⊕ |  |
| A-301 A | S. D. STORES | 12-27 P&S | 2ND PLAT. | 3630 | 156.46 |  | 19.41 |
| A-303 A | S. D. STORES | 27-40 P&S | 2ND PLAT. | 10050 | 128.76 |  | 18.36 |
| A-401 A | S. D. STORES | 12-27 P&S | TANK TOP | 3920 | 162.34 |  | 11.13 |
| A-403 A | S. D. STORES | 27-40 P&S | TANK TOP | 7470 | 129.09 |  | 9.28 |
| B-302-1 A | S. D. STORES | 83-93 S | 2ND PLAT. | 3590 |  | 8.38 | 15.67 |
| C-203-1 A | S. D. STORES | 147-151 S | 1ST PLAT. | 730 |  | 159.53 | 26.66 |
| C-303 A | S. D. STORES | 124-130 S | 2ND PLAT. | 2620 |  | 108.15 | 16.04 |
| A-202 A | S. D. STORES | 17-27 P&S | 1ST PLAT. | 5500 | 152.83 |  | 28.56 |
| C-402 A | S. D. STORES | 108-124 P | TANK TOP | 3580 |  |  | 7.56 |
| C-403 A | S. D. STORES | 108-124 S | TANK TOP | 3580 |  | 76.85 | 7.56 |
|  |  |  | TOTAL | 44,970 |  |  |  |

**DRY PROVISIONS**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD ⊕ | AFT ⊕ |  |
| A-204-1 A | DRY PROVISIONS | 56-68 P&S | 1ST PLAT. | 7340 | 60.89 |  | 24.31 |
| A-0102 A | POTATO LOCKER | 20-24 P | UPPER DK. | 400 | 155.5 |  | 46.73 |
|  |  |  | TOTAL | 7740 |  |  |  |

**REFRIGERATED STORES**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD. ⊕ | AFT ⊕ |  |
| A-204-2 A | FRUIT | 59-68 P | 1ST PLAT. | 1,900 | 58.48 |  | 24.16 |
| A-304-1 A | MEAT | 56-68 S | 2ND PLAT. | 3,010 | 60.82 |  | 14.85 |
| A-304-2 A | VEGETABLES | 56-67 P | 2ND PLAT. | 4,350 | 59.25 |  | 14.97 |
| A-304-4 A | BUTTER, CHEESE & EGGS | 62-68 P | 2ND PLAT. | 610 | 55.75 |  | 14.97 |
|  |  |  | TOTAL | 9870 |  |  |  |

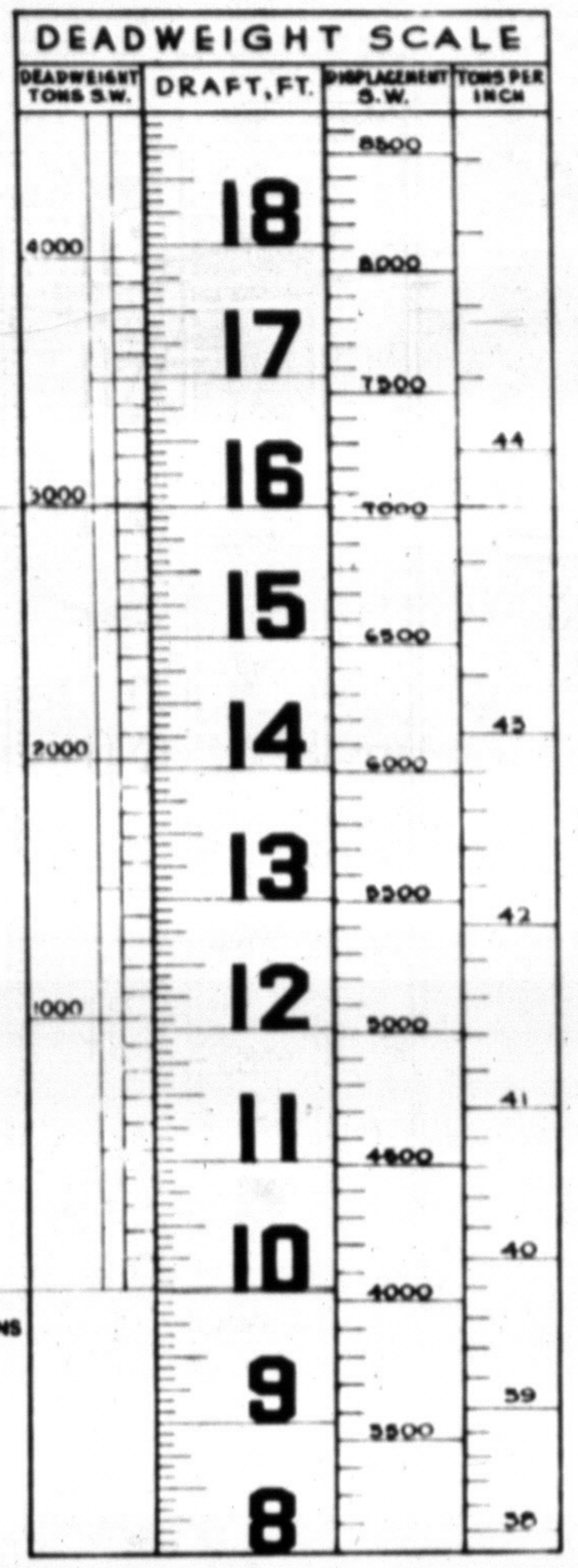
**BOSUN'S STORES**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD ⊕ | AFT ⊕ |  |
| A-101 A | BOSUN'S STORES | BOW-12 P&S | MAIN DK. | 3800 | 190.52 |  | 43.28 |
| A-201 A | LAMP LOCKER | BOW-7 P&S | 1ST. PLAT. | 1160 | 194.58 |  | 31.70 |
| A-202 A | CANVAS & AWNING ROOM | 2-17 P&S | 1ST PLAT. | 1560 | 172.15 |  | 30.02 |
| A-402 A | PAINT & INFLAMMABLE LIQUIDS | 23-27 P | TANK TOP | 960 | 148.86 |  | 10.55 |
|  |  |  | TOTAL | 7480 |  |  |  |

**STORES FOR PERSONNEL**

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. |  | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
|  |  |  |  |  | FWD ⊕ | AFT ⊕ |  |
| A-202 A | MEDICAL STORES | 12-17 S | 1ST PLAT. | 850 | 171.56 |  | 30.05 |
| B-101-A | SHIP'S STORES | 105-108 P | MAIN DK. | 500 |  | 55.25 | 33.48 |
| B-101-L | SHIP'S SERVICE STORE | 59-62 P&S | MAIN DK. | 1,070 | 60.50 |  | 33.84 |
| B-205-1 A | CLOTHES STORE | 83-86 S | 1ST PLAT. | 640 |  | 0.58 | 24.32 |
| B-205-1 A | MEDICAL STORES | 90-93 P | 1ST PLAT. | 880 |  | 17.00 | 24.22 |
| B-205-1 A | SHIP'S STORE STORES | 83-89 P&S | 1ST PLAT. | 3,280 |  | 2.29 | 24.30 |
| B-0103-A | MEDICAL STORES | 97-99 P | UPPER DK. | 190 |  | 33.50 | 41.08 |
|  |  |  | TOTAL | 7,390 |  |  |  |

FULL LOAD
16'-0" DRAFT
D.W. 2994 TONS



LIGHT DRAFT
10'-0¼"
DISPL. 4046 TONS

## PRINCIPAL DIMENSIONS

LENGTH, OVERALL — 426'-0"
LENGTH, B.P. — 400'-0"
BEAM, MOLDED — 58'-0"
DEPTH TO UPPER DK. AT SIDE — 37'-0"
DEPTH TO MAIN DK. AT SIDE — 28'-8"

DRAFT LOADED 16'-0"

PROPELLER DIAM. 11'-6", PITCH (CONSTANT) 13'-0"

CAPACITIES AND TYPE OF WINCHES:
4-SINGLE DRUM DOUBLE SPEED 30 TON CAP., 4-DOUBLE DRUM SINGLE SPEED 30 TON CAP.,
2-SINGLE DRUM SINGLE SPEED 2 TON CAP., 2 SINGLE DRUM SINGLE SPEED 5 TON CAP.

BOOMS:
2-2 TON BOOMS AT FR. 59
2-5 TON BOOMS AT FR. 34
4-5 TON BOOMS AT FRS. 127-131
1-30 TON BOOM AT FR. 34
1-30 TON BOOM AT FR. 127

HEIGHTS OF MASTS:

| | | |
|---|---|---|
| MAINMAST | 50'-8" | TOP OF TOPMAST 80'-8" |
| FOREMAST | 59'-0" | TOP OF TOPMAST 87'-0" |

ENGINES:
TWO TURBO ELECTRIC MAIN PROPULSION UNITS CONSISTING OF IMPULSE TURBINE ALTERNATING CURRENT GENERATOR AND SYNCHRONOUS INDUCTION TYPE MOTOR.

BOILERS:
TWO BOILERS OF THE TWO DRUM BENT TUBE DOUBLE CASING WITH CONVECTION SUPERHEATERS AND FITTED WITH EXTENDED SURFACE ECONOMIZERS.

LIGHT
THE LIGHT SHIP WEIGHT
DEADWEIGHT DETERMIN
THIS LIGHT SHIP WEIG
COMPLETE AND READY F
THE WEIGHT OF LIQUID
LINES, FUEL OIL, SYSTE
STORES, MATTRESSES A

NO.
LANDING BOATS 2
2
LIFE FLOATS 10
LIFE RAFTS NONE

| NO. | TYPE |
|---|---|
| 1 | 5"/38 |
| 2 | 40 MM TWIN |
| 2 | 40 MM TWIN |
| 4 | 20 MM |
| 2 | 20 MM |
| 2 | 20 MM |
| 2 | 20 MM |

ITEMS NOT INCLUDED I
FUEL OIL IN STORAGE T
REFRIGERATED OR DR
EFFECTS.

C
SHIP'S OFF
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ENLISTED PER
MARINE OFFI
MARINES

GENE
1 TANK CAPACITIES
WITH DEDUCTIONS F
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2 THE BALE CAPACIT
TOP OF INNER BOTTO
BEAMS AND HATCH B
SIDE, AND TO BULKHE
AT ENDS, WITH DEDU
3. THE CAPACITIES
FEET ARE BALE CA

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1 TON
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1 BARRE
1 CUBIC

NO. PLAN NO.

REFER

### SETTLING TANKS

| TONS F.O. | FULL CAPACITY GALLONS | FULL CAPACITY TONS F.O. | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ |
|---|---|---|---|---|---|
| 45.0 | 15120 | 47.4 | 3.15 | 158.67 | |
| 33.9 | 9880 | 35.7 | 2.17 | 127.50 | |
| 35.7 | 10400 | 37.5 | 2.17 | 127.65 | |
| 54.3 | 15820 | 57.1 | 1.56 | 91.77 | |
| 32.6 | 9520 | 34.4 | 1.70 | 89.27 | |
| 32.6 | 9520 | 34.4 | 1.70 | 89.27 | |
| 40.6 | 11830 | 42.7 | 1.56 | 56.77 | |
| 36.7 | 10700 | 38.6 | 1.59 | 56.49 | |
| 36.7 | 10700 | 38.6 | 1.59 | 56.49 | |
| 50.3 | 14670 | 53.0 | 1.56 | 23.10 | |
| 51.3 | 14980 | 54.0 | 1.59 | 22.92 | |
| 51.5 | 15020 | 54.2 | 1.59 | 23.04 | |
| 47.1 | 13730 | 49.6 | 1.56 | | 40.64 |
| 46.0 | 13420 | 48.4 | 1.62 | | 40.16 |
| 46.0 | 13410 | 48.4 | 1.62 | | 40.20 |
| 68.4 | 19950 | 72.0 | 2.04 | | 78.06 |
| 43.8 | 12760 | 46.1 | 2.27 | | 77.20 |
| 43.7 | 12740 | 46.0 | 2.27 | | 77.20 |
| 77.3 | 22540 | 81.4 | 6.45 | | 111.40 |
| 75.5 | 22000 | 79.4 | 7.56 | | 110.81 |
| 75.5 | 22000 | 79.4 | 7.56 | | 110.81 |
| 93.7 | 27330 | 98.7 | 7.45 | | 157.99 |
| 26.5 | 7710 | 27.8 | 9.44 | | 155.91 |
| 26.5 | 7710 | 27.8 | 9.44 | | 155.91 |
| 53.7 | 15650 | 56.5 | 11.42 | | 162.83 |
| 51.8 | 15120 | 54.6 | 17.38 | | 161.89 |
| 51.8 | 15120 | 54.6 | 17.38 | | 161.89 |
| 1528.5 | 387,320 | 1598.3 | | | |
| | | | | | |
| 29.1 | 8470 | 30.6 | 16.15 | 11.77 | |
| 29.6 | 8640 | 31.2 | 16.07 | 6.77 | |
| 29.1 | 8480 | 30.6 | 16.26 | | 50.77 |
| 29.9 | 8730 | 31.5 | 16.73 | | 55.77 |
| 117.7 | 34820 | 123.9 | | | |

| TONS D.O. | FULL CAPACITY GALLONS | FULL CAPACITY TONS D.O. | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ |
|---|---|---|---|---|---|
| 48.9 | 16150 | 51.4 | 3.06 | | 111.04 |

### SH WATER & SALT WATER BALLAST TANKS

| TONS F.W. | TONS S.W. | VERT. C.V. ABOVE BOT. OF KEEL | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ |
|---|---|---|---|---|
| | | | | |
| 33.3 | 34.2 | 1.56 | | 9.50 |
| 34.0 | 34.9 | 1.58 | | 9.38 |
| 34.0 | 34.9 | 1.58 | | 9.38 |
| 101.3 | 104.0 | | | |
| | | | | |
| 84.1 | 86.3 | 11.57 | | 5.77 |
| 84.5 | 86.7 | 11.57 | | 15.77 |
| 168.4 | 173.2 | | | |
| | | | | |
| 57.8 | 54.3 | 15.26 | 187.55 | |
| 58.5 | 60.2 | 17.82 | | 185.49 |
| 56.7 | 58.4 | 17.74 | | 185.49 |
| 168.0 | 172.9 | | | |

### GENERAL CARGO

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A- 5A | NO.1 CARGO HOLD | 40-56 P&S | TANK TOP | 35780 | 91.85 | | 11.76 |
| A- 3A | NO.1 CARGO HOLD | 40-56 P&S | 1ST. PLAT. | 18,380 | 91.56 | | 25.78 |
| C- 1A | NO.2 CARGO HOLD | 108-124 P&S | 2ND PLAT. | 37,320 | | 78.57 | 20.10 |
| C-401GAS | GASOLINE STOWAGE | 108-123 P&S | TANK TOP | 8,840 | | 77.59 | 7.54 |
| C- 3A | NO.3 CARGO HOLD | 135-146 P&S | 2ND. PLAT. | 10,420 | | 138.05 | 16.77 |
| C- 3A | NO.3 CARGO HOLD | 135-146 P&S | 1ST. PLAT. | 10,670 | | 138.84 | 26.18 |
| | | | TOTAL | 116,410 | | | |

### S. D. STORES

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A-301 A | S. D. STORES | 12-27 P&S | 2ND PLAT. | 3630 | 156.46 | | 19.41 |
| A-303 A | S. D. STORES | 27-40 P&S | 2ND PLAT. | 10050 | 128.76 | | 18.36 |
| A-401 A | S. D. STORES | 12-27 P&S | TANK TOP | 3920 | 162.34 | | 11.13 |
| A-403 A | S. D. STORES | 27-40 P&S | TANK TOP | 7470 | 129.09 | | 9.28 |
| B-302-1A | S. D. STORES | 83-93 S | 2ND PLAT. | 3590 | | 8.38 | 15.67 |
| C-203-1A | S. D. STORES | 147-151 S | 1ST PLAT. | 730 | | 159.53 | 26.86 |
| C-303A | S. D. STORES | 124-130 S | 2ND. PLAT. | 2620 | | 108.15 | 16.04 |
| A-202A | S. D. STORES | 17-28 P&S | 1ST PLAT. | 5500 | 152.83 | | 28.34 |
| C-402 A | S. D. STORES | 108-124 P | TANK TOP | 3580 | | | 7.56 |
| C-403 A | S. D. STORES | 108-124 S | TANK TOP | 3580 | | 76.85 | 7.56 |
| | | | TOTAL | 44,970 | | | |

### DRY PROVISIONS

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A-2041A | DRY PROVISIONS | 56-66 P&S | 1ST PLAT. | 7340 | 60.89 | | 24.51 |
| A-0102A | POTATO LOCKER | 20-24 P | UPPER DK | 400 | 158.5 | | 46.73 |
| | | | TOTAL | 7740 | | | |

### REFRIGERATED STORES

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD. ⊡ | LONG'L C.V. AFT ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A-2042A | FRUIT | 59-68 P | 1ST PLAT. | 1,900 | 58.48 | | 24.16 |
| A-3041A | MEAT | 56-68 S | 2ND PLAT. | 3,010 | 60.82 | | 14.85 |
| A-3042A | VEGETABLES | 56-67 P | 2ND PLAT. | 4,350 | 59.25 | | 14.97 |
| A-3044A | BUTTER, CHEESE & EGGS | 62-68 P | 2ND PLAT. | 610 | 55.75 | | 14.97 |
| | | | TOTAL | 9870 | | | |

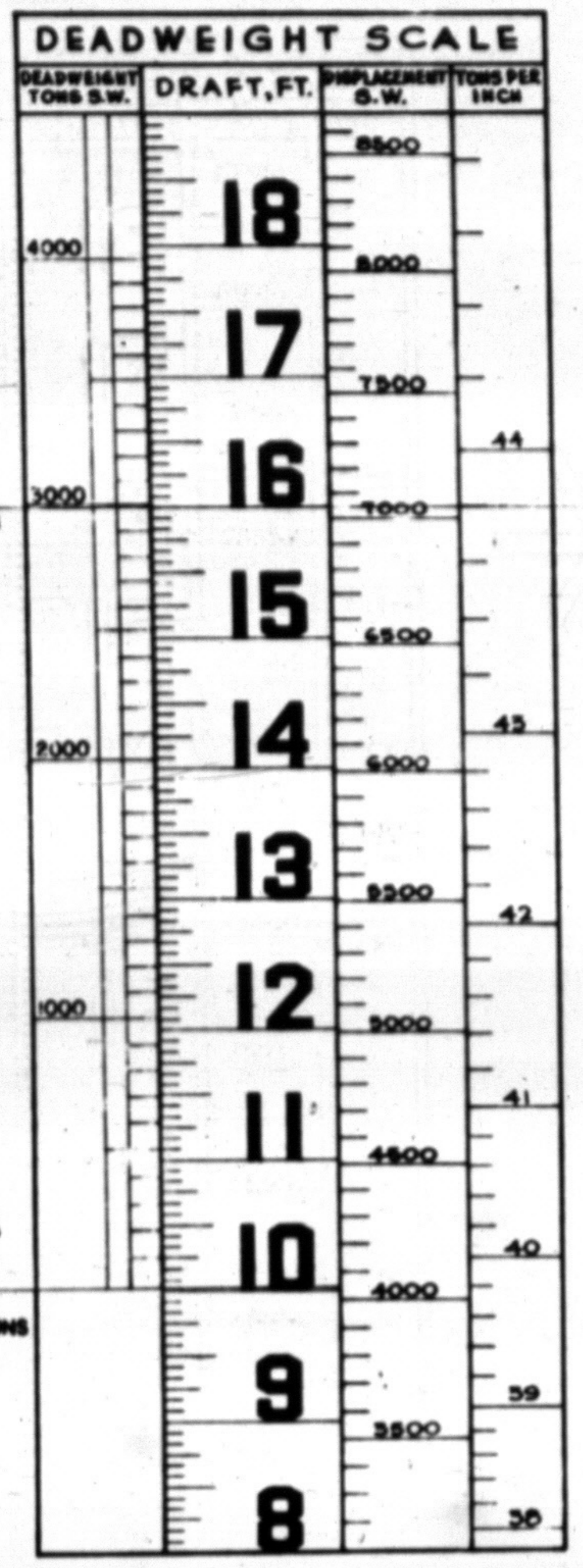
### BOSUN'S STORES

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A-101 A | BOSUN'S STORES | BOW-12 P&S | MAIN DK | 3800 | 190.52 | | 49.28 |
| A-201 A | LAMP LOCKER | BOW-7 P&S | 1ST. PLAT. | 1160 | 194.58 | | 31.70 |
| A-202 A | CANVAS & AWNING ROOM | 12-17 P&S | 1ST PLAT. | 1560 | 172.15 | | 30.02 |
| A-402A | PAINT & INFLAMMABLE LIQUIDS | 25-27 P | TANK TOP | 960 | 148.86 | | 10.55 |
| | | | TOTAL | 7480 | | | |

### STORES FOR PERSONNEL

| COMPT NO. | SPACE | LOCATION (FRAMES) | DECK | BALE VOLUME CU. FT. | LONG'L C.V. FWD ⊡ | LONG'L C.V. AFT. ⊡ | VERT. C.V. ABOVE BOT. OF KEEL |
|---|---|---|---|---|---|---|---|
| A-202 A | MEDICAL STORES | 12-17 S | 1ST PLAT. | 850 | 171.56 | | 30.05 |
| B-101-A | SHIP'S STORES | 105-108 P | MAIN DK. | 500 | | 55.25 | 33.46 |
| B-101-L | SHIP'S SERVICE STORE | 59-62 P&S | MAIN DK. | 1,070 | 60.50 | | 33.84 |
| B-205-1A | CLOTHES STORE | 83-86 S | 1ST PLAT. | 640 | | 0.58 | 24.32 |
| B-205-1A | MEDICAL STORES | 90-93 P | 1ST PLAT. | 880 | | 17.00 | 24.22 |
| B-205-1A | SHIP'S STORE STORES | 83-89 P&S | 1ST PLAT. | 3,280 | | 2.29 | 24.30 |
| B-0103-A | MEDICAL STORES | 97-99 P | UPPER DK. | 190 | | 33.50 | 41.08 |
| | | | TOTAL | 7,390 | | | |

### DEADWEIGHT SCALE



FULL LOAD
16'-0" DRAFT
D.W. 2994 TONS

Ⓐ Ⓑ Ⓒ Ⓓ
LIGHT DRAFT
10'-0¼"
DISPL. 4046 TONS

### PRINCIPAL DIMENSIONS

LENGTH, OVERALL — 426'-0"
LENGTH, B.P. — 400'-0"
BEAM, MOLDED — 58'-0"
DEPTH TO UPPER DK. AT SIDE — 37'-0"
DEPTH TO MAIN DK. AT SIDE — 28'-6"

**DRAFT LOADED** 16'-0"

Ⓐ Ⓒ **PROPELLER** DIAM. 11'-6", PITCH (CONSTANT) 13'-0"

**CAPACITIES AND TYPE OF WINCHES:**
4-SINGLE DRUM DOUBLE SPEED 30 TON CAP., 4-DOUBLE DRUM SINGLE SPEED 30 TON CAP., 2-SINGLE DRUM SINGLE SPEED 2 TON CAP., 2-SINGLE DRUM SINGLE SPEED 5 TON CAP.

**BOOMS:**
- 2-2 TON BOOMS AT FR. 59
- 2-5 TON BOOMS AT FR. 34
- 4-5 TON BOOMS AT FRS. 127-131
- 1-30 TON BOOM AT FR. 34
- 1-30 TON BOOM AT FR. 127

**HEIGHTS OF MASTS:**

| | | |
|---|---|---|
| MAINMAST | 50'-8" | TOP OF TOPMAST 80'-8" |
| FOREMAST | 59'-0" | TOP OF TOPMAST 87'-0" |

**ENGINES:**
TWO TURBO ELECTRIC MAIN PROPULSION UNITS CONSISTING OF IMPULSE TURBINE ALTERNATING CURRENT GENERATOR AND SYNCHRONOUS INDUCTION TYPE MOTOR.

**BOILERS:**
TWO BOILERS OF THE TWO DRUM BENT TUBE DOUBLE CASING WITH CONVECTION SUPERHEATERS AND FITTED WITH EXTENDED SURFACE ECONOMIZERS.

## NOTES

### LIGHT SHIP WEIGHT

Ⓓ THE LIGHT SHIP WEIGHT OF THE VESSEL AS DETERMINED FROM A DEADWEIGHT DETERMINATION MADE ON HULL 1901 IS 4046 TONS.

THIS LIGHT SHIP WEIGHT IS THE WEIGHT OF THE VESSEL COMPLETE AND READY FOR SEA IN EVERY RESPECT. IT INCLUDES THE WEIGHT OF LIQUIDS IN MACHINERY, FIRE AND SANITARY LINES, FUEL OIL SYSTEM, SPARE PARTS, BOATSWAIN AND DECK STORES, MATTRESSES AND BEDDING, ALSO INCLUDED:

| | NO. | LENGTH | PERSONS | TYPE | LOCATION | WEIGHT |
|---|---|---|---|---|---|---|
| LANDING BOATS | 12 | 36' | | L.C.V.P. | [illegible] | 18,000# EA. |
| " " | 2 | 50' | | L.C.M. | [illegible] | 45,000# EA. |
| Ⓐ LIFE FLOATS | 10 | 9' | 25 | BALSAWOOD | P&S-MAIN DECK | 300# EA. |
| LIFE RAFTS | NONE | | | | | |

### BATTERY

| NO. | TYPE | LOCATION | WEIGHT (LBS) |
|---|---|---|---|
| 1 | 5"/38 | MAIN DECK FR.157 ℄ | 34500 |
| 2 | 40 MM TWIN | P/S FR. 25 UPPER DECK | 15000 EA. |
| 2 | 40 MM TWIN | P/S FR. 130 UPPER DECK | " " |
| 4 | 20 MM | P/S FR 61-64 TOP OF HOUSE | 1680 EA. |
| 2 | 20 MM | P/S FR. 76 TOP OF HOUSE | " " |
| 2 | 20 MM | P/S FR. 106 NAV. DECK | " " |
| 2 | 20 MM | P/S FR. 28½ TOP OF HOUSE | " " |

ITEMS NOT INCLUDED IN LIGHT SHIP WEIGHT ARE: AMMUNITION, FUEL OIL IN STORAGE TANKS, FRESH WATER, CARGO, CONSUMMABLE REFRIGERATED OR DRY STORES, PASSENGERS, CREW OR THEIR EFFECTS.

### COMPLEMENT

| | | |
|---|---|---|
| SHIP'S OFFICERS | 19 | |
| ENLISTED PERSONNEL C.P.O. | 21 | |
| ENLISTED PERSONNEL OTHERS | 240 | 280 |
| MARINE OFFICERS | 5 | |
| MARINES | 262 | 267 |
| | TOTAL | 547 |

### GENERAL NOTES

1. TANK CAPACITIES ARE BASED ON THE MOLDED VOLUMES WITH DEDUCTIONS FOR STEEL STRUCTURE AND PIPING WITHIN THE TANKS.
2. THE BALE CAPACITY OF A SPACE IS THE VOLUME FROM TOP OF INNER BOTTOM OR CEILING TO UNDER SIDE OF DECK BEAMS AND HATCH BEAMS ABOVE, TO CARGO BATTENS AT SIDE, AND TO BULKHEAD STIFFENERS, PLATING OR BATTENS AT ENDS, WITH DEDUCTIONS FOR INTERVENING STRUCTURE.
3. THE CAPACITIES OF STORES SPACES IN NET CUBIC FEET ARE BALE CAPACITIES.

THE FOLLOWING CONVERSION VALUES ARE USED:

| | |
|---|---|
| 1 TON | 2240 LBS. |
| 1 TON SALT WATER | 35 CU. FT. |
| 1 " FRESH " | 36 " " |
| 1 " FUEL OIL | 37 " " |
| 1 " DIESEL OIL | 41.98 " " |
| 1 BARREL | 42 GALS. |
| 1 CUBIC FOOT | 7.48 " |

| NO. | PLAN NO. | TITLE |
|---|---|---|
| | | |

REFERENCE PLANS

## ALTERATIONS

| ALT. NO. | PANEL | ITEM | DESCRIPTION | MADE BY | DESIGN AGENT DATE | DESIGN AGENT APPD. | USMC DATE | USMC APPD. |
|---|---|---|---|---|---|---|---|---|
| A | 2,3 | | DEADWEIGHT SCALE AND MACHINERY DATA ADDED EFFECTIVE HULLS [illegible]-1913 | AJM 12-27-44 | | | | |
| B | 2,3 | | LIGHT SHIP & DEADWEIGHT TONNAGE ALTERED TO AGREE WITH 2ND SUBMITTAL OF DEADWT CERTIFICATE EFFECTIVE HULLS 1882-1891 | AJM 1-17-45 | | | | |
| C | 2,3 | | LIGHT SHIP & DEADWEIGHT TONNAGE ALTERED TO AGREE WITH DEADWT. CERT. WHICH DATA ALTERED EFF HULLS 1892-1901 | AJM 4-1?-45 | | | | |
| D | | | LIGHTSHIP & DEADWEIGHT TONNAGE ALTERED TO AGREE WITH SUB-MITTAL OF DEADWEIGHT CERTIFICATE, CORRECTED CAPACITY OF C402-1F; REVISED PLAN IN GENERAL. EFFECTIVE HULLS 1902-1913. | DAC 5-14-45 | | | | |

| USMC | BLDR | USN | NAME | CONTRACTOR |
|---|---|---|---|---|
| 1913 | 1913 | 52 | | |
| 1912 | 1912 | 51 | | |
| 1911 | 1911 | 50 | | |
| 1910 | 1910 | 49 | | |
| 1909 | 1909 | 48 | | |
| 1908 | 1908 | 47 | | |
| 1907 | 1907 | 46 | | |
| 1906 | 1906 | 45 | | |
| 1905 | 1905 | 44 | | |
| 1904 | 1904 | 43 | | |
| 1903 | 1903 | 42 | | |
| 1902 | 1902 | 41 | | |
| 1901 | 1901 | 40 | | |
| 1900 | 1900 | 39 | | |
| 1899 | 1899 | 38 | | |
| 1898 | 1898 | 37 | | |
| 1897 | 1897 | 36 | | |
| 1896 | 1896 | 35 | | |
| 1895 | 1895 | 34 | | |
| 1894 | 1894 | 33 | | |
| 1893 | 1893 | 32 | | |
| 1892 | 1892 | 31 | | |
| 1891 | 1891 | 30 | | |
| 1890 | 1890 | 29 | | |
| 1889 | 1889 | 28 | | |
| 1888 | 1888 | 27 | | |
| 1887 | 1887 | 26 | | |
| 1886 | 1886 | 25 | | |
| 1885 | 1885 | 24 | | |
| 1884 | 1884 | 23 | | |
| 1883 | 1883 | 22 | | |
| 1882 | 1882 | 21 | | WALSH-KAISER CO |

HULL NUMBERS

COMBAT LOADED CARGO VESSEL
DESIGN S4-SE2-BE1
UNITED STATES MARITIME COMMISSION
WEST COAST REGIONAL OFFICE
OAKLAND, CALIFORNIA

# CAPACITY PLAN
# U.S.S. TROILUS
# A.K.A. 46

P. L. JOSLYN
M. J. RYAN
MARINE ENGINEERS, 149 NEW MONTGOMERY ST.
NAVAL ARCHITECTS, SAN FRANCISCO, CALIF.

PLAN NO. BE1-S 2901-3 ALT. D

DRAWN BY R.F. Crowell
SCALE 1/16" = 1'-0"
TRACED BY
DATE JAN. 14, 1944
CHECKER
SUPERVISOR
APPROVED E.M. Brungan
APPROVED M.J. Ryan

APPROVALS
USMC
ABS
USCG

U. S. MARITIME COMMISSION
APPROVED
E.W. O'Brien 1/14/44
for H. E. St. Clair

U. S. M. C. PLAN NUMBER
1882-S29-1-29 ALT.

BUREAU OF SHIPS PLAN NUMBER
AKA 21-S 2901-437166 ALT.

| NO. | KIND | ISSUED TO | PURPOSE | DATE | APP. |
|---|---|---|---|---|---|
| | | | | | |

BE1-S2901-3